

Partnership Funding Options

Cost Share / Economic Development Program

- Project must be on state highway system.
- Local metropolitan planning organization (MPO) or regional planning commission (RPC) must support project.
- District engineer must agree to need and proposed solution before project can be considered.
- Agreement approved by the Missouri Highways and Transportation Commission's (MHTC) and the project sponsor is required for each project. The MHTC agreement identifies project expenses that will be included and each party's responsibility for project costs. These agreed upon expenses are called participation costs.
- At a minimum, agreement between MHTC and project sponsor will include expenses for construction inspection, construction contract and any construction change orders. Other expenses that may be included are preliminary engineering, right of way acquisition, right of way incidental costs and utility relocations.
- Project sponsors must contribute at least 50 percent of participation costs unless project creates new jobs.
- Projects that create jobs, as verified by the state Department of Economic Development, may be funded up to 100 percent of participation costs with Commission approval. Retail development projects are not eligible for higher participation level.
- Funds available for MoDOT's participation are based on uncommitted revenue. This amount is determined based on MoDOT's debt management policy and funds necessary to keep STIP commitments. No project will be moved out of STIP to increase revenue available for projects partially paid by others.
- MoDOT's funding for proposed projects will be considered based on the following hierarchy of funding sources.
 - Remaining balance of \$30 million annual set-aside for cost-share/economic development -- Projects limited to \$5 million annual portion of this funding allocation for a maximum of four years.
 - Rural major corridor funding allocation remaining balance -- Projects must be improvement to major rural corridor. Since each Transportation Management Area (TMA) region receives its portion of major project funding directly, projects within its boundaries are not eligible for rural major corridor funding.
 - Funds distributed to districts for regional concerns or flexible funding -- Project must have concurrence of district engineer, and district must have an available balance. TMA must agree to use of district funding allocation for project.
- Concurrence on project funding between the district engineer and the director of transportation planning is necessary for Cost Share / Economic Development projects to proceed.